

MINUTES OF MEETING OF THE BOARD OF PUBLIC WORKS, JUNE 2, 1955.

The Board of Public Works met in the office of the Board of Public Works, Mathieson Building, Baltimore, Maryland, on Thursday, June 2, 1955, at 2:00 P.M. (EDT).

There were present:

Theodore R. McKeldin, Governor  
J. Millard Tawes, Comptroller  
Hooper S. Miles, Treasurer

STATE ROADS COMMISSION:

Upon motion made by Mr. Miles, seconded by Mr. Tawes, the following resolution was unanimously adopted:

RESOLVED: That in response to the request of the State Roads Commission, through its Chairman, and based on the draft of an Official Statement submitted therewith, the Board approves the public sale not later than July 15, 1955, by the State Roads Commission of \$25,000,000 State Highway Construction Bonds, Second Issue, Series G, dated July 1, 1955, maturing in annual installments over a period of fifteen years accounting from July 1, 1955, and authorized by Sections 162A to 162F, inclusive, added to Article 89B of the Annotated Code of Maryland (1951 Edition) by Chapter 657 of the Laws of Maryland of 1953; and

RESOLVED FURTHER: That three certified copies of said Official Statement shall be transmitted to the Secretary of this Board not later than June 14, 1955; and

RESOLVED FURTHER: That the State Treasurer and the State Comptroller are hereby authorized and directed to sign and countersign, respectively, in facsimile, said Bonds and the coupons, if any, attached thereto, and to execute, acknowledge and deliver any and all instruments, warrants, receipts and other official documents in connection with the sale and delivery of said Bonds, the receipt and distribution of the proceeds thereof and the operation of the Sinking Fund to secure the payment of said Bonds and the interest thereon, all as provided in the Resolution of the State Roads Commission authorizing said Bonds and adopted prior to the passage of this Resolution.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 2:30 p.m. (EDT).

  
Secretary.

June 2, 1955

MINUTES OF MEETING OF THE BOARD OF PUBLIC WORKS HELD JUNE, 2, 1955.

A Special Meeting of the Board of Public Works was held in the office of the Governor, Mathieson Building, Baltimore, Maryland, on June 2, 1955, at 3:00 P.M. (EDT).

There were present:

Theodore R. McKeldin, Governor  
J. Millard Tawes, Comptroller  
Hooper S. Miles, Treasurer.

GENERAL EMERGENCY FUND:

The Secretary brought to the attention of the Board a letter, dated May 26th, 1955, received from The War Memorial Commission relative to contract with Ralph Marcantoni & Sons, in the amount of \$5,979.00, for replacement of sidewalk area of the War Memorial Building, toward the cost of which the Board previously had allocated the sum of \$3,000.00 from the General Emergency Fund. It was stated that after the work was started it was found that additional fill was required, which increased the cost of the contract by \$816.00.

The Board approved a further allocation of \$408.00 from the General Emergency Fund to The War Memorial Commission, to cover the cost of this additional work.

STATE OFFICE BUILDINGS:

The Secretary presented to the Board a letter, dated May 2, 1955, received from Mr. James J. O'Donnell, Acting Director of the Department of Public Improvements, following a discussion which had been had by the members of the Board of Public Works on April 26, 1955, in connection with the State Office Building projects.

After the reading of Mr. O'Donnell's letter, it was agreed that to cover fully the conclusions and approvals agreed upon at the meeting of April 26, 1955, that this letter should be covered into the Minutes of the Board of Public Works, as a record of the understanding and approvals reached at the April meeting, as follows:

"Submitted herewith is a brief summary of the action taken by the Board of Public Works at its meeting on April 26, 1955, at 10:00 a.m. in connection with State Office Building projects.

"Numerical items referred to below correspond to the numbers listed on the brief agenda presented to the Board Members at the meeting, a copy of which you already have.

"1. Concerning completion of working drawings for the Baltimore Office Building --

It was pointed out that the failure of passage of the supplementary Bond Bill would necessitate a cutting down on the size of the project, or the need for a decision to go ahead as originally planned with the full and entire project on the basis of a fifteen (15) story Main Building, and a five (5) story State Roads Commission Building, as approved by the Board of Public Works in November, 1954.

It was shown that the Main Building alone probably could be built within the present funds available, but that if this were done, there might be some question of having available sufficient architectural fees and sufficient funds to do the boiler house and site improvement work.

It was also pointed out that there might be some breach of moral, but not legal obligation to the Federal Government concerning doing the entire project as originally contemplated and approved.

If the decision should be made to build the Main Building alone, boiler house provisions would have to be made in one of several ways. A boiler house could be located in the basement of the Main Building, but would use up valuable storage space, and an area on each floor would be required for the stack. A boiler house could be built on the top floor of the main building, which

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"would be difficult and expensive from an operational and maintenance viewpoint. Or the boiler house could be built as part of the originally planned State Roads Commission Building, with the idea that the full building could be constructed around it at a later date, if additional funds were made available.

In any of these events, it was felt that we could keep within the funds available only by maximum amount of cutting on the project, and by possible elimination of the necessary site improvements and parking lot facilities.

In lieu of any of these arrangements, it is felt that we could proceed with planning for the entire project as originally contemplated by taking of bids so that separate prices could be obtained on the Main Building, on the boiler house part of the State Roads Commission Building, and then on the balance of the Roads Commission Building. It was felt that if this were done and bids received in late January or early February, 1956, we would then know exactly how much money would be required from the Legislature to supplement the available funds in order to give a complete project.

If the additional funds were not forthcoming, it was felt that the bids might still permit us to construct the Main Building and the boiler house part alone of the State Roads Commission Building, with the feeling that we ultimately would be able to build the balance of the Roads Commission Building.

After a discussion of the matter involved, the latter method was decided upon, and the Architect-Engineer instructed to proceed along those lines.

"2. Following consideration of the economics involved in selection of fuel for the project, with a clear-cut indication that oil was the most economical for the job, the Board determined and approved the use of fuel oil for the project.

"3. After a discussion of the location of certain Departments as to the Baltimore or Annapolis Building, it was determined that the State Departments of Education and Welfare would be located in the Baltimore Building. It was determined the Game and Inland Fish Commission would be located in Annapolis, but that space would be made available for a branch office in the Baltimore Building.

"4. After a discussion of whether to include, or not to include in the State Office Building in Baltimore, the State Law Department, and the Industrial Accident Commission, the Board determined as follows:

The Industrial Accident Commission would be definitely located in the State Office Building.

The question of the State Law Department would be held in abeyance further pending additional consideration of the matter. Pending determination of this question, the Department of Public Improvements will proceed with representatives of the State Law Department to designate space in the Baltimore Office Building for them in case a decision is made to locate that Agency in the Baltimore Building.

"5. With reference to the State Building in Annapolis — After a discussion of this project, the Board authorized the proceeding of preliminary plans of the State Office Building in Annapolis of the same size as submitted in the preliminary sketches. It was indicated that it might be possible to reduce the size of the building and further cut the cost; however, since it was felt that the Comptroller's Office might need additional space for the new withholding activities and the like, it was determined that any reduction in space would be held to a minimum.

Concerning negotiations with the Baltimore and Annapolis Railroad over the purchase of the property East of Bladen Street, it was determined by the Board that Mr. Hooper S. Miles, State Treasurer, would go into the matter to ascertain

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"what purchase possibilities existed for the State acquiring this tract of land.

At the conclusion of this item, the Board adjourned.

"In addition to the three Members of the Board, and the Secretary of the Board, the following were present at the meeting:

Charles M. Nes, Jr.	)	All of the Architect-Engineering firm for the State Office Building in Baltimore.
Allen Hopkins	)	
L. P. Kookan	)	
J. O. Neuman	)	

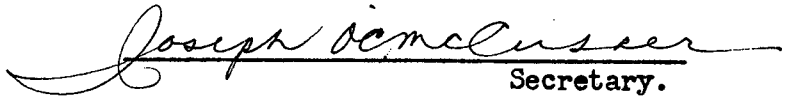
Also Thomas Hubbard and James G. Rennie, representing the Baltimore Office Building Commission.

Robert Larrabee of the Baltimore City Redevelopment Commission.

James J. O'Donnell, and Albert P. Backhaus of the Department of Public Improvements. "

ADJOURNMENT:

There being no further business, the meeting was adjourned.

  
Secretary.

